

REMARKS

Claims 1-6 are pending in the above-identified application. The Examiner rejected claims 1-6 in the detailed office action dated February 24, 2004. Claims 1-6 are rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 5,673,964 to Roan *et al.* (hereinafter "Roan").

The rejection of the claims is respectfully traversed.

The Examiner states Roan discloses each limitation claimed in the above-identified application. *See* Office Action dated February 24, 2004, pg. 2. More specifically, the Examiner directs the reader to FIGS. 4, 5, and 254 as anticipating the claims of the above-identified application. *Id.* (Note: the Applicants are confused when the Examiner states FIG. 254 because Roan only includes FIGS. 1-8, however, the Applicants have considered and respond to the complete disclosure in Roan). In contrast to the disclosure in Roan, the above-identified application claims an air conditioning unit with two sets of left and right nozzles, a front left and right set and a rear left and right set, this feature not being shown in Roan.

Roan discloses a one piece housing unit 213 for transporting air to an inside of a vehicle. *See* Roan, col. 8, ll. 29-33 and FIGS. 4 and 5. The housing 213 includes a fresh air inlet 228, a demist air outlet 248, a defrost air outlet 246, and instrument panel outlets 244. *Id.* at col. 9, ll. 22-29; col. 10, ll. 22-52; and FIG. 5. The defrost and demist outlets are configured for delivering air to the windshield and side windows of the vehicle. The demist and defrost outlets, 248 and 246, respectively, are single, *un-partitioned* openings that lead outlet air into distribution duct work. *Id.* at FIGS. 2-4 and 7.

In contrast, the above-identified application discloses and claims an air conditioner with air outlets that are *partitioned* or divided into a first left air outlet 155a, a first right air outlet 155b, a second left air outlet 155c, and a second right air outlet 155d. *See* Above-Identified Application, paragraph [0038], FIG. 2, and claim 3. A first partition wall 151 and a second partition wall 153 divide the air outlets into four discrete compartments. *Id.* The four compartments thus described mate with four similarly divided compartments of the distribution duct work, compartments 117, 119, 131, and 133 respectively, such that, air is distributed substantially evenly to predetermined locations throughout the interior of the vehicle. *Id.* at paragraphs [0039], [0040], and FIGS. 1, 3, and 5. As a result of the partitions

in the duct work, the air flow characteristics are improved and at least the vehicle glass defrost time is reduced, as shown in FIG. 6(b1)-6(b3).

Therefore, Roan does not anticipate the claims of the above-identified application because Roan does not teach each and every claimed limitation. Accordingly, the Applicants respectfully request the Examiner remove the rejection and allow the claims.


Claim 1 has been amended to more clearly distinguish the prior art. Claim 1 now includes the limitations that each of the front and rear air outlets includes a left and right air outlet portion, as originally recited in claim 3. No new matter has been added.

CONCLUSION

In view of the foregoing remarks and amendments, it is believed that the application as a whole is in form for allowance. Should the Examiner have any continuing objections, the Examiner is respectfully asked to contact the undersigned at 415-442-1106 in order to expedite allowance of the case. Authorization is granted to charge any outstanding fees due at this time for the continued prosecution of this matter to Morgan, Lewis & Bockius LLP Deposit Account No. 50-0310 (matter no. 060944-0137).

Respectfully submitted,

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